# 2015

# Tahoe Police and Special Service Packages

# 2015 Chevrolet Tahoe Police and Special Service Packages


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For vehicles first sold in Canada, substitute the name “General Motors of Canada Limited” for Chevrolet Motor Division wherever it appears in this manual.

This manual describes features that may or may not be on the vehicle because of optional equipment that was not purchased on the vehicle, model variants, country specifications, features/applications that may not be available in your region, or changes subsequent to the printing of this owner manual.

The Tahoe Police Package (SEO 9C1) is designed for police work up to and including high-speed emergency vehicle operations.

The Tahoe Special Service Package (SEO 5W4) is neither designed nor intended for use in high-speed emergency vehicle operations.

Refer to the purchase documentation relating to your specific vehicle to confirm the features.

Keep this manual in the vehicle for quick reference.

## Canadian Vehicle Owners

### Propriétaires Canadiens

A French language manual can be obtained from your dealer, at www.helminc.com, or from:

On peut obtenir un exemplaire de ce guide en français auprès du concessionnaire ou à l'adresse savant:

Helm, Incorporated
Attention: Customer Service
47911 Halyard Drive
Plymouth, MI 48170

## Using this Supplement

This supplement contains information specific to the unique components of the vehicle. It does not explain everything you need to know about the vehicle. Read this supplement along with the owner manual to learn about the vehicle's features and controls.

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### Index

A good place to look for what you need is the Index in back of this supplement. It is an alphabetical list of what is in the supplement, and the page number where you will find it.

## ✍ NOTES

# Keys, Doors, and Windows

**Keys and Locks**
Specific Cylinder Unit for Single Key - Random Code System . . . . . 2-1

# Keys and Locks

## Specific Cylinder Unit for Single Key - Random Code System

If your vehicles are equipped with one of these options, the entire fleet of vehicle locks can be operated with one key.

- SEO 6E2 - Specific Fleet Key Code
- SEO 6E8 - Specific Fleet Key Code

Your vehicle will be equipped with a standard production random key code if one of the optional fleet codes was not ordered.

A maximum of eight keys may be learned for a vehicle immobilizer with a random key code. Vehicles with the specific fleet key option (SEO 6E2 or SEO 6E8) may have an unlimited number of keys learned using one of the original master keys.

For specific key code information, contact your dealer.

Vehicles will be equipped with a key cylinder in the ignition lock and the driver door only. Remote Keyless Entry (RKE) is a standard feature and operates all other doors and the rear liftgate, if equipped. Six additional RKE transmitters may have been ordered with your vehicle. See your dealer for additional information regarding availability of more RKE units for your vehicle.

The RKE transmitter for your police vehicle has the vehicle locator/panic alarm button disabled. The horn will not sound and the exterior lamps will not flash when the button is pressed.

### Remote Keyless Entry Transmitter Programming - SEO AMF - Fleet Package of Six Unprogrammed Remote Units

Do not operate or program the transmitters in the vicinity of other vehicles that are in the keyless entry program mode. This prevents the programming of the transmitters to the incorrect vehicle.

When programming SEO AMF transmitters, the original two transmitters delivered with the vehicle must also be programmed at the same time or they will not function with the vehicle.

Up to eight transmitters may be programmed to the RKE on Police and Special Service Package equipped vehicles. The first four transmitters are given the position of #1-#4 in the RKE. Any further transmitters will also be assigned to position #4.

Verify that the proper transmitters are learned to the vehicle. Do not learn a transmitter with a remote start button to a vehicle that does not have remote start.

To access this DIC display, the vehicle must be in P (Park). To match an RKE transmitter to the vehicle:

1. Press the trip odometer reset stem until RELEARN REMOTE KEY displays.
2. Press and hold the trip reset stem for three seconds. The message REMOTE KEY LEARNING ACTIVE will display.
3. At the same time, press and hold and on the first transmitter for approximately 15 seconds. A beep will sound indicating the transmitter is matched to the vehicle.
4. Repeat Step 3 to match up to five more transmitters. A total of eight transmitters can be matched per vehicle.
5. To exit the programming mode, turn the ignition key to LOCK/OFF.

# Seats and Restraints

**Airbag System**
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# Airbag System

## Questions and Answers About Airbags and Specialty Law Enforcement Vehicles

**Q: Can equipment such as radar devices, video cameras, and radio trees be mounted in a specialty vehicle equipped with a right front passenger frontal airbag?**

**A:** Yes, but care must be taken to properly mount the equipment outside of the airbag "deployment zone."

**Q: What is the airbag "deployment zone"?**

**A:** The term "deployment zone" describes the space an airbag takes up when fully inflated. Airbags need room to work properly, and anything in the "deployment zone" — such as improperly mounted equipment — can greatly affect the performance of the airbag.

**⚠ Warning**

Airbags inflate with great force, faster than the blink of an eye. No objects, such as shotguns, should be placed over or near the airbag covers. Equipment mounted too close to an inflating airbag could prevent the airbag from operating properly to protect the occupants or could be forced into an occupant or break and become a dangerous projectile, causing severe injury or even death. To help prevent injury and to allow the airbag to perform as it was designed, do not mount equipment inside the airbag deployment zones.

**Q: How can I identify the airbag "deployment zone" in my vehicle?**

**A:** See *Airbag Deployment Diagrams on page 3-4* for more information. The diagrams provide the approximate dimensions of the "deployment zones" for your specialty vehicle. Before doing any service work, including the installation of any equipment, consult the appropriate service manual.

**Q: Is it possible to shield equipment so it does not interfere with airbag deployment?**

**A:** While shielding may protect certain equipment from being damaged or dislodged, it may also negatively affect how an airbag inflates. Therefore, we cannot recommend the placement of any equipment in the deployment zone, even when shielding.

**Q: Can the installation of push bumpers on the front end of the vehicle affect the deployment of the airbag?**

**A:** It is not likely that installing push bumpers will affect sensing for the airbag as long as the vehicle structure itself is not modified. GM is not aware of any adverse defects from the many push bumpers that have been installed on current model GM police vehicles with airbags.

See "Adding Equipment to the Airbag-Equipped Vehicle" in the owner manual for more information.

## Customer-Installed Equipment

Before installing equipment, read the following.

**⚠ Warning**

Do not install equipment in the inflation path of any airbag. The equipment may interfere with the deployment of the airbag, may damage the airbag, or otherwise be damaged or forced into an occupant, all of which may cause severe injury or even death.

Do not attach anything to the steering wheel hub or mount any equipment within the deployment zone for the driver airbag.

Do not mount equipment on the passenger side of the instrument panel top pad deployment zone. Equipment should not be mounted on or around the passenger airbag opening because of a deploying airbag. To allow the airbag to perform as it

(Continued)

**Warning (Continued)**

was designed, do not mount equipment inside the airbag deployment zone.

Do not use seat accessories that block the inflation path of the driver or passenger seat-mounted side impact airbag or install equipment in the seat-mounted side impact airbag deployment zones.

Do not mount a security barrier such that the ends of the barrier or brackets are within the roof-rail airbag deployment zones.

Avoid installing wiring for roof-rail emergency lighting or radio antennas that may restrict the proper deployment of the roof-rail airbags.

Do not use seat accessories, console accessories, or other accessories that block the

(Continued)

**Warning (Continued)**

inflation path of the driver seat front center airbag (if equipped). Do not remove the front center console to install a police package center console, or otherwise install equipment or mount equipment between or just behind the front bucket seats on vehicles equipped with the driver seat front center airbag.

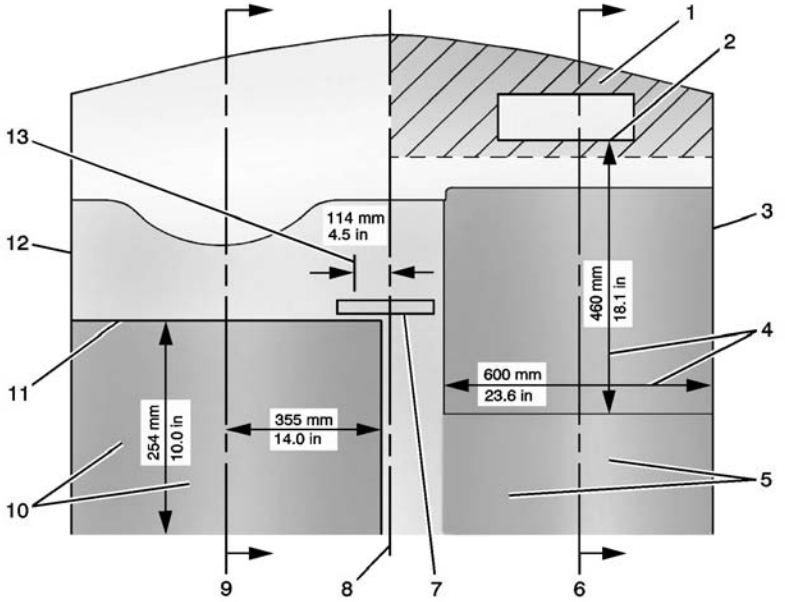
**⚠ Caution**

GM approved service procedures must be followed to remove and reinstall the instrument panel to the pad to ensure proper airbag deployment.

**⚠ Caution**

The police vehicle has a rollover sensor mounted on the centerline of the vehicle between the driver and front outboard passenger positions. If the vehicle has individual front seats, the rollover sensor will be exposed. Do not mount equipment within 25 mm (1 in) of the rollover sensor. This may affect the performance of multiple restraint systems.

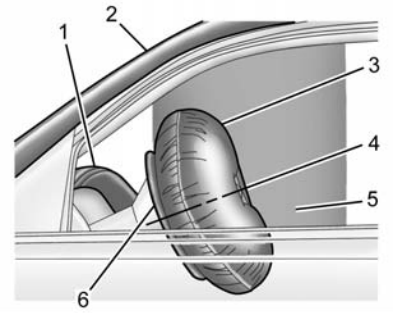
## Airbag Deployment Diagrams




**Instrument Panel Top View – Approximate Frontal Airbag Deployment Zones**

1. Passenger Side Instrument Panel Top Surface Zone
2. Passenger Frontal Airbag Module Trim Panel – Rear Edge
3. Passenger Side Door
4. Approximate Dimensions of Inflated Airbag
5. Passenger Frontal Airbag Deployment Zone
6. Passenger Centerline
7. Inside Rearview Mirror
8. Vehicle Centerline
9. Driver Centerline
10. Driver Frontal Airbag Deployment Zone
11. Front of Steering Wheel (See also “Side View of Driver Frontal Airbag Deployment Zone” Following)
12. Driver Side Door
13. Shift Selector Arc

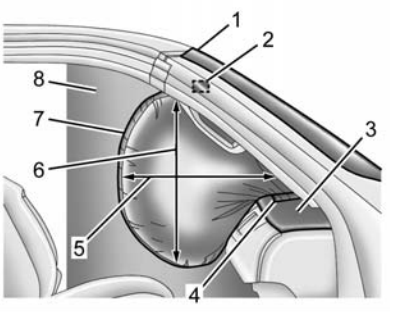
See *Customer-Installed Equipment on page 3-2*.




**Side View of Driver Frontal Airbag Deployment Zone**

1. Top of Instrument Panel
2. Top Edge of Windshield
3. Inflated Airbag – Steering Wheel
4. Centerline of Steering Column at Mid-Tilt
5. Driver Frontal Airbag Deployment Zone
6. Front of Steering Wheel

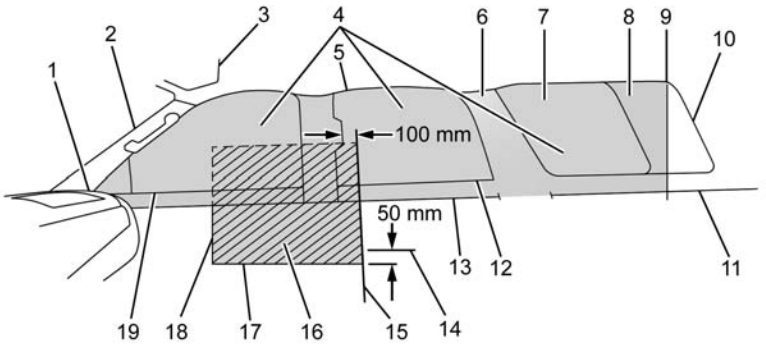
See *Customer-Installed Equipment on page 3-2*.




**Side View of Passenger Frontal Airbag Deployment Zone**

1. Top Edge of Windshield
2. Inside Rearview Mirror
3. Instrument Panel Top Surface Zone
4. Passenger Frontal Airbag Module Trim Panel – Rear Edge
5. Inflated Airbag – Horizontal Dimension (Approximately 460 mm (18.1 in))
6. Inflated Airbag – Vertical Dimension (from Top of Occupant's Lap to Headliner)
7. Inflated Airbag – Instrument Panel
8. Passenger Frontal Airbag Deployment Zone

See *Customer-Installed Equipment on page 3-2*.



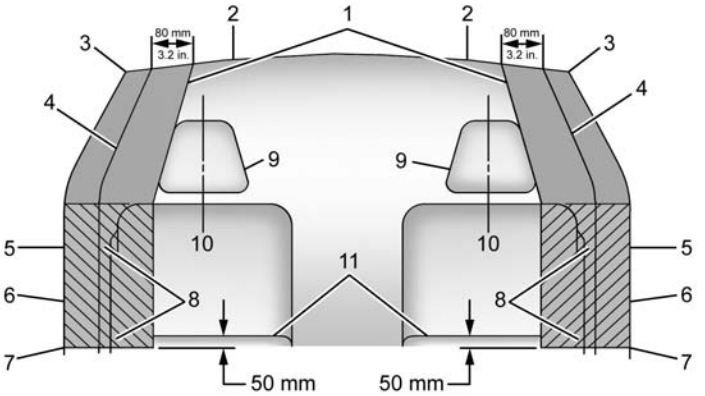

**Roof-rail and Seat-mounted Side Impact Airbag Deployment Zones – Passenger Side Shown, Driver Side Similar**

1. Front of Deployment Zone at Bottom of Windshield Pillar Trim
2. A-Pillar Trim with Grab Handle (Passenger Side)
3. Sun Visor
4. Deployment Zone – Seat Rows 1 and 2 and Cargo Area
5. Top of Deployment Zone – Along Roof-rail at Edge of Headliner
6. C-Pillar Upper Trim
7. Rear Quarter Window
8. D-Pillar Upper Trim
9. Rear of Cargo Area Zone at Back Corner of Headliner
10. Rear of Vehicle at Liftgate Opening
11. Bottom of Cargo Area Zone at Rear Side Trim Cupholders
12. Top Edge of Rear Door Trim
13. Bottom of Deployment Zone at Top of Side Door Armrests
14. Top Surface of Front Seat Cushion (with Seat Fully Lowered)
15. Seat-Mounted Side Impact Airbag Deployment Zone (100 mm (3.9 in) to Rearward of Back Edge of B-Pillar Trim Grab Handle)
16. Lower Part of Front Seat Deployment Zone (with Seat Fully Lowered)

17. Bottom of Seat-Mounted Side Impact Airbag Zone (50 mm (2.0 in) Below Top of Seat Cushion with Seat Fully Lowered)
18. Rear of Front Door Trim Armrest Handle
19. Top Edge of Front Door Trim

The roof-rail airbag deploys in the cargo area. Third-row seating is not available on the police package (RPO 9C1) or the special service package (RPO 5W4).

See *Customer-Installed Equipment on page 3-2*.



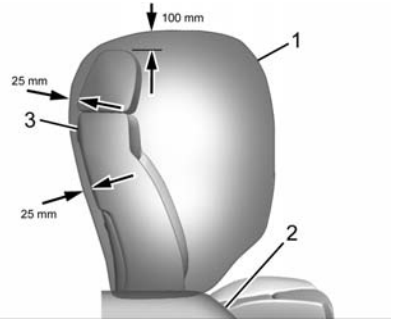

**Roof-rail and Seat-mounted Side Impact Airbag Driver and Passenger Deployment Zones – View from Rear Cargo Area**

1. Roof-rail Airbag Deployment Zone
2. Underside of Headliner
3. Edge of Headliner
4. Inner Center and Rear Pillar Trim
5. Inner Front and Rear Door
6. Side Door Upper Armrests and Rear Quarter Trim Armrests

7. Seat-Mounted Side Impact Airbag Deployment Zone (50 mm (2.0 in) Below Top Surface of Outboard Front Seat Cushion with Seat Fully Lowered)
8. Front Seatback Side Deployment Zone
9. Front Seat Head Restraint
10. Seat Centerline
11. Top of Seat Cushion

The driver and passenger seat-mounted side impact airbag deployment zones move up, down, fore, aft, as the seat is adjusted by the occupant. The deployment zones also move as the seatback is reclined and raised.

See *Customer-Installed Equipment on page 3-2*.



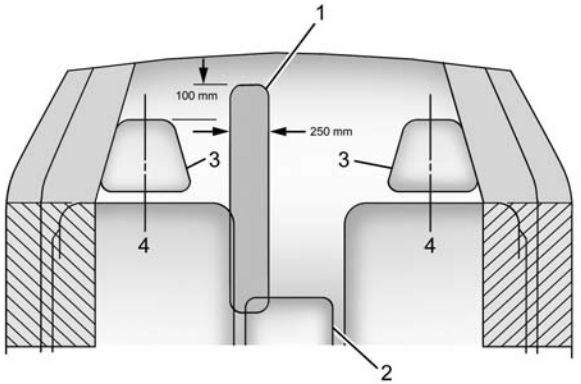

**Optional Driver Seatback Front Center Airbag (RPO AYQ and D07) – View from Passenger Side**

1. Driver Seatback Front Center Airbag
2. Front Center Console
3. Driver Seat and Head Restraint

The driver and passenger seat-mounted side impact airbag deployment zones move up, down, fore, aft, as the seat is adjusted by the occupant. The deployment zones also move as the seatback is reclined and raised.

The driver seatback front center airbag (RPO AYQ) requires front bucket seats (RPO A95) and the front center console (RPO D07). Do not remove the front center console to install customer equipment or install customer equipment between the front bucket seats on or around the center console. The equipment may interfere with the deployment of the driver seatback front center airbag.

See *Customer-Installed Equipment on page 3-2*.




**Optional Driver Seatback Front Center Airbag Deployment Zone (RPO AYQ and D07) – View from Rear Cargo Area**

1. Driver Seatback Front Center Airbag (RPO AYQ)
2. Front Center Console (RPO D07)
3. Front Seat Head Restraint
4. Seat Centerline

The driver and passenger seat-mounted side impact airbag deployment zones move up, down, fore, aft, as the seat is adjusted by the occupant. The deployment zones also move as the seatback is reclined and raised.

The driver seatback front center airbag (RPO AYQ) requires front bucket seats (RPO A95) and the front center console (RPO D07). Do not remove the front center console to install customer equipment or install customer equipment between the front bucket seats on or around the center console. The equipment may interfere with the deployment of the driver seatback front center airbag.

See *Customer-Installed Equipment on page 3-2*.

## ✍ NOTES

# Instruments and Controls

**Warning Lights, Gauges, and Indicators**
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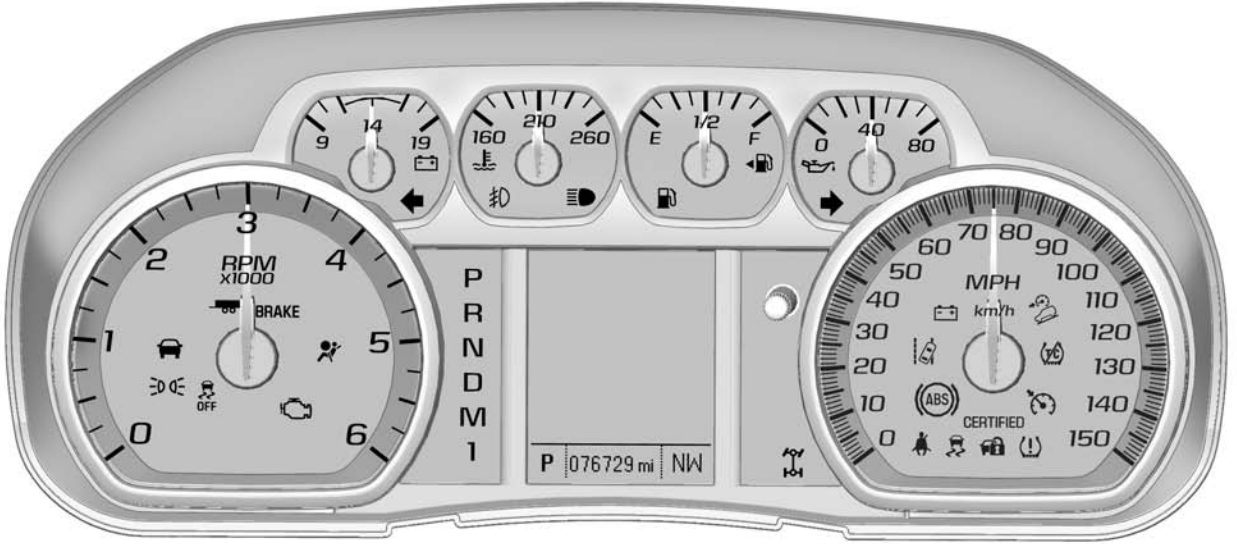
Speedometer . . . . . 5-4

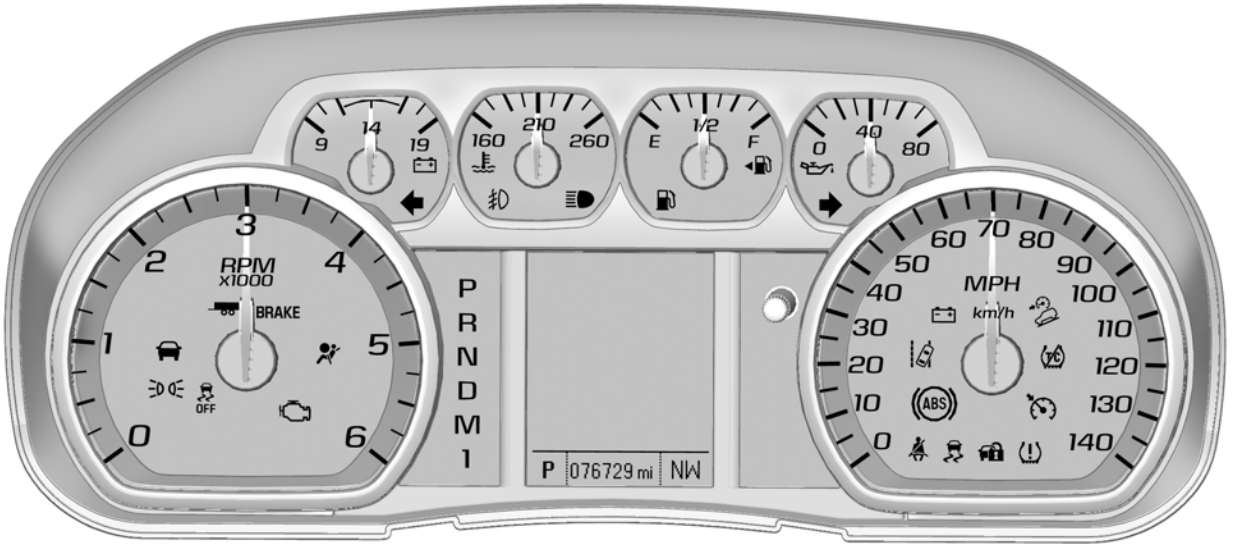
**Information Displays**
Driver Information Center (DIC) . . . . . 5-4

# Warning Lights, Gauges, and Indicators

## Instrument Cluster




**Tahoe Police Package (SEO 9C1) Cluster (English Shown, Metric Similar)**




**Tahoe Special Service Package (SEO 5W4) Cluster (English Shown, Metric Similar)**

## Speedometer

The speedometer shows the vehicle's speed in kilometers per hour (km/h) or miles per hour (mph).

The speedometer for the Tahoe Police Package (SEO 9C1) displays a maximum vehicle speed of 240 km/h (150 mph). The speedometer for the Tahoe Special Service Package (SEO 5W4) displays a maximum vehicle speed of 200 km/h (140 mph). The Tahoe Special Service Package is neither designed nor intended for use in high-speed emergency vehicle operations.

# Information Displays

## Driver Information Center (DIC)

The Tahoe Police Package and Special Service Package do not have DIC buttons. You can turn off or acknowledge the available DIC messages by using the trip odometer reset stem on the instrument cluster.

The DIC will display engine running hours.

### Relearn Remote Key

The Tahoe Police Package has an additional item in the DIC menu for relearn remote key. See “Remote Keyless Entry Transmitter Programming” in Section 2 of this manual.

See the owner manual for additional information on the DIC.

# Lighting

**Exterior Lighting**
Exterior Lamp Controls . . . . . 6-1

# Exterior Lighting

## Exterior Lamp Controls

The following exterior lighting features apply to vehicles first sold in the United States.

The vehicle has Daytime Running Lamps (DRL) and an Automatic Headlamp System (AHS). The DRL and AHS can be turned to off with the headlamp switch when the transmission is in P (Park) and the engine is at idle. If the engine is not turned off, the DRL and AHS will remain off when the transmission is placed in gear. The vehicle may be driven with the lamps off for one ignition cycle.

The vehicle may have been built with Special Equipment Option (SEO) 9G8, DRL, and AHS DISABLE. This feature turns off DRL and AHS and requires manual control of the exterior lighting. See your dealer to restore the DRL and AHS to normal operation.

For vehicles first sold in Canada, the DRL and AHS can be turned off if the transmission is in P (Park). See “Daytime Running Lamps (DRL)” in the owner manual.

### Special Features

The following standard features are disabled in the Police Package and Special Service Package:

- Entry Lighting and Exit Lighting
- Remote Keyless Entry Feedback (Horn Beep) and (Lamps Flash)

Automatic Door Locking is standard. If you need it disabled, see your dealer.

The vehicle may have SEO UTQ, which disables the theft-deterrent system visual and audible warning. See “Vehicle Security” in the owner manual.

## ✍ NOTES

# Driving and Operating

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**Towing**
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# Driving Information

## Vehicle Load Limits

The information in this section of the supplement is for those who intend to install additional equipment to the police vehicle after it has left the factory, and for those who will be driving and loading the vehicle with passengers and/or cargo.

Two labels on your vehicle show how much weight it was designed to carry, the Tire and Loading Information label and the Certification/Tire label. These labels are attached to your vehicle and give you the maximum load capacity, the Gross Vehicle Weight Rating (GVWR) and the Gross Axle Weight Rating (GAWR) for your vehicle. See “Vehicle Load Limits” in the owner manual for additional loading information.

The following guidelines can help you with proper loading and load distribution when installing additional equipment on the Tahoe Police Package.

**⚠ Warning**

Do not load the vehicle any heavier than the Gross Vehicle Weight Rating (GVWR), or either the maximum front or rear Gross Axle Weight Rating (GAWR). This can cause systems to break and change the way the vehicle handles. This could cause loss of control and a crash. Overloading can also shorten the life of the vehicle.

### Adding Equipment to Your Vehicle

Before adding accessories or equipment to your police vehicle, there are some things you need to know:

- The police vehicle's maximum capacity weight.
- The weight of your police vehicle, including a full tank of fuel but without a driver and passengers.
- The weight of items you plan on adding to your police vehicle, like roof mounted light bar(s), push bumpers, security barrier(s), rear storage organizer, highway flares, fire extinguishers, weapons, ammunition, radios, and video equipment.
- The weight and number of passengers you intend to carry in your vehicle.
- The total weight of any additional cargo you intend to carry in your vehicle.

When planning your vehicle equipment installation, remember not to exceed the Gross Vehicle Weight Rating (GVWR) or the Gross Axle Weight Rating (GAWR) of the front or rear axles. To keep the available load weight less than the vehicle capacity weight, you may need to limit the number of passengers you carry in your vehicle or change your choice of additional equipment.

### Center of Gravity (CG)

A vehicle's center of gravity is an imaginary location inside the vehicle and is a balance point for the vehicle mass as it moves down the road. The police vehicle's center of gravity, before you add a load and passengers, is approximately midway between the center of the axles, up from the ground to just below the front window, and between the driver and passenger.

Equipment location and weight on the vehicle's center of gravity is important to keep in mind when planning an installation. Heavy equipment should be positioned as low and as far forward in the rear load compartment as possible. Try to mount the equipment below the bottom of the side windows. Refer to the Loading Zone chart and diagram to help with your installation plan.

A procedure to make the necessary measurements and formulas to calculate the vehicle longitudinal,

lateral, and vertical position of the center of gravity can be found in the GM Coachbuilders Manual. Equipment required to conduct the measurements for calculating the center of gravity are:

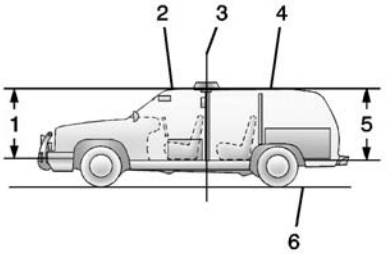
- Weight scales of sufficient capacity to measure the vehicle weight at each wheel.
- A post-type hoist or other means to safely elevate the front of the vehicle to at least an angle of 20 degrees above horizontal.

See your GM dealer to get more information about this coachbuilder procedure.

Keeping the center of gravity midway between the axles is also important to provide proper braking performance. About half the total vehicle weight on each axle is recommended.

Weigh your vehicle after the additional equipment has been installed to determine the actual weight of your vehicle. Weigh the vehicle with a full tank of fuel and without passengers. You may need to put a limit on how many people or other equipment you can carry inside your vehicle after the additional equipment has been installed.

### Loading Zones




1. Front Floor to Roof Zone Area
2. Front Roof Zone Area
3. Back of Front Door
4. Rear Roof Zone Area
5. Rear Floor to Roof Zone Area
6. Ground

| Loading Zone Weight Chart<br>Values shown are for the vehicle at maximum curb weight and six passengers. | | | |
|---|---|---|---|
| **Loading Zones** | **Front Axle Weight** | **Rear Axle Weight** | **Total** |
| Roof | 11 kg (25 lb) | 15 kg (34 lb) | 26 kg (59 lb) |
| Floor to Roof | 41 kg (91 lb) | 163 kg (360 lb) | 204 kg (451 lb) |
| Total | 52 kg (116 lb) | 178 kg (394 lb) | 230 kg (510 lb) |

Using heavier suspension components to get added durability might not change your weight ratings. Ask your dealer to help you load your vehicle the right way.

# Starting and Operating

## Fast Idle System

While parked with the engine idling for an extended period, turn off the following factory equipment if emergency lighting and communication equipment are operating:

- Air Conditioner
- Fan
- Rear Window Defogger
- Factory Audio System

See “Running the Vehicle While Parked” in the owner manual.

### Engine Idle Speed - Alternator Output

Normal idle speed for the engine is set for 600 rpm. To increase alternator output while the transmission remains in P (Park) or N (Neutral), and the electrical load on the alternator is large enough, the engine idle speed can rise to as high as 800 to 1000 rpm.

# Fuel

## E85 or FlexFuel

### Fleet Fuel Use

For fleets that use only E85 or FlexFuel, occasionally filling the tank with gasoline will help keep the fuel system clean.

# Towing

## Trailer Towing

For more information, see “Trailer Towing” in the owner manual.

### Weight of the Trailer

How heavy can a trailer safely be?

It depends on how the rig is used. For example, speed, altitude, road grades, outside temperature and how much the vehicle is used to pull a trailer are all important. It can depend on any special equipment on the vehicle, and the amount of tongue weight the vehicle can carry.

Maximum trailer weight is calculated assuming only the driver is in the tow vehicle and it has all the required trailering equipment. The weight of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the maximum trailer weight.

Use the following charts to determine how much the vehicle can weigh, based upon the vehicle model and options.

| Vehicle | Maximum Trailer Weight | GCWR* |
|---|---|---|
| 2WD | 1 814 kg (4,000 lbs) | 4 264 kg (9,400 lbs) |
| 4WD | 1 814 kg (4,000 lbs) | 4 355 kg (9,600 lbs) |
| *The Gross Combination Weight Rating (GCWR) is the total allowable weight of the completely loaded vehicle and trailer including any passengers, cargo, equipment and conversions. The GCWR for the vehicle should not be exceeded. | | |

# Vehicle Care

**Wheels and Tires**
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Tire Pressure Monitor System . . . . . 10-1

**Appearance Care**
Floor Mats . . . . . 10-2

# Wheels and Tires

## Tires

### Tahoe Police and Special Service Packages

Refer to the Tire and Loading Information label, located on the driver B-pillar, for information regarding tire sizes, speed ratings, and recommended tire inflation pressures. See "Tire and Loading Information Label" under “Vehicle Load Limits” in the owner manual. The Special Service Package is not designed nor intended for use in high-speed emergency vehicle operations.

#### Wheels

Metal hub caps are standard with SEO 9C1. These caps are bolted to the wheels and do not require removal when rotating or removing the wheels. Loosening or tightening the decorative wheel attachment nuts can be done with the hub caps in place.

## Tire Pressure Monitor System

The Tahoe Police and Special Service Packages may have a Tire Pressure Monitor System (TPMS). Sensors are mounted on each tire and wheel assembly. Only the Tahoe Police Package (SEO 9C1) has a TPM sensor in the full-size spare tire and wheel assembly. The TPM system will not monitor or display the spare tire's air pressure until it is installed onto one of the four tire/wheel positions on your vehicle.

Once installed, the spare tire's sensor code must be matched to its new tire/wheel position on your vehicle. See “Tire Pressure Monitor System” in the owner manual for information about the TPM system.

# Appearance Care

## Floor Mats

**⚠ Warning**

If a floor mat is the wrong size or is not properly installed, it can interfere with the pedals. Interference with the pedals can cause unintended acceleration and/or increased stopping distance which can cause a crash and injury. Make sure the floor mat does not interfere with the pedals.

Use the following guidelines for proper floor mat usage.

- The original equipment floor mats were designed for the vehicle. If the floor mats need replacing, it is recommended that GM certified floor mats be purchased. Non-GM floor mats may not fit properly and may interfere with the pedals. Always check that the floor mats do not interfere with the pedals.
- Use the floor mat with the correct side up. Do not turn it over.
- Do not place anything on top of the driver side floor mat.
- Use only a single floor mat on the driver side.
- Do not place one floor mat on top of another.

# Technical Data

**Vehicle Data**
Capacities and Specifications . . . . . 12-2

# Vehicle Data

## Capacities and Specifications

**Capacities**

| Application | Capacities | |
|---|---|---|
| | Metric | English |
| Cooling System | 17.1 L | 18.1 quarts |

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# SEO Standard Options

## SEO Standard Options - Police Package and Special Service Package

**⚠ Caution**

GM cannot be responsible for any changes made to the vehicle. Have all electrical and body modifications performed by experienced technicians.

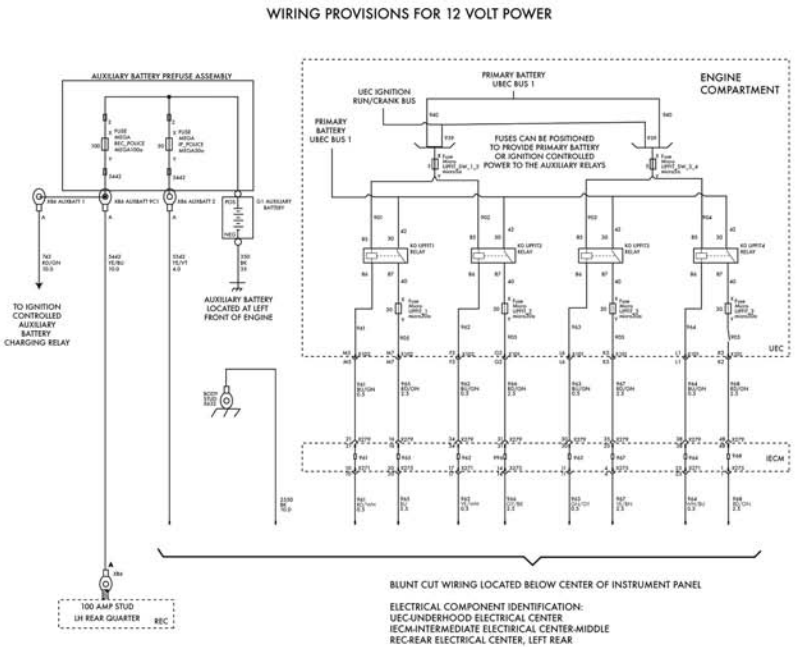
- Be sure that any modified or added wiring will work properly with your vehicle's wiring system.
- See that all wiring is properly protected by fuses, and not causing an overload to connectors and components.

(Continued)

**Caution (Continued)**

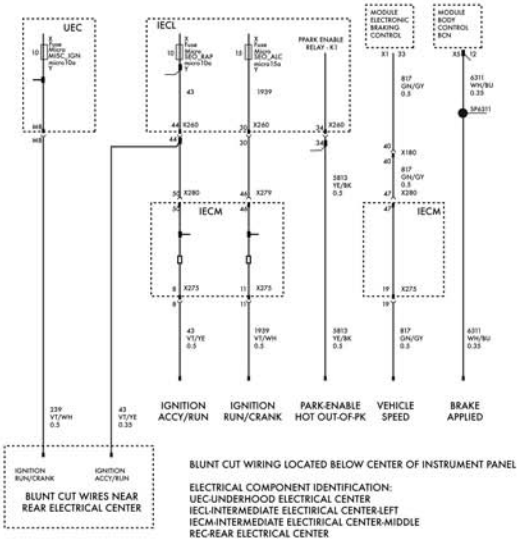
- Do not route wiring in areas of the vehicle where temperatures can be high or where wiring may be cut, pinched or rubbed.
- See that all added wiring is of the same or smaller gauge than the wire it is being attached to for proper fuse protection.
- Be sure that all holes drilled in the body are properly sealed and corrosion protected. See that the vehicle's wiring harnesses, piping and other components have not been displaced or damaged during customer installations of equipment and wiring.

## Wiring Provisions for 12-Volt Battery Power Supply


WIRING PROVISIONS FOR 12 VOLT POWER
AUXILIARY BATTERY PREFUSE ASSEMBLY
PRIMARY BATTERY UBEC BUS 1
ENGINE COMPARTMENT
UEC IGNITION RUN/CRANK BUS
PRIMARY BATTERY UBEC BUS 1
FUSES CAN BE POSITIONED TO PROVIDE PRIMARY BATTERY OR IGNITION CONTROLLED POWER TO THE AUXILIARY RELAYS
TO IGNITION CONTROLLED AUXILIARY BATTERY CHARGING RELAY
AUXILIARY BATTERY LOCATED AT LEFT FRONT OF ENGINE
UEC
IECM
100 AMP STUD LH REAR QUARTER
REC
BLUNT CUT WIRING LOCATED BELOW CENTER OF INSTRUMENT PANEL
ELECTRICAL COMPONENT IDENTIFICATION:
UEC-UNDERHOOD ELECTRICAL CENTER
IECM-INTERMEDIATE ELECTIRICAL CENTER-MIDDLE
REC-REAR ELECTRICAL CENTER, LEFT REAR

**Wiring Provisions – 12-Volt Battery Power**

WIRING PROVISIONS IGNITION POWER AND SIGNAL CIRCUITS



The vehicle is equipped with wiring provisions for connecting 12-volt battery power to customer installed equipment. Refer to the following information when adding electrical accessories that will use the 12-volt power supply circuits connected to the vehicle's electrical system.
A wiring harness is located below the instrument panel (IP) near the center of the vehicle and another connection point is located in the left rear of the cargo area. The following information provides wiring diagrams and operation descriptions to aid in connecting customer equipment.

**Electrical Connections**

**⚠ Caution**

Before modifying or adding any wiring, be sure that it will work properly with your vehicle's wiring system. Because there are so many modifications that can be

(Continued)

**Caution (Continued)**

made for many different bodies and accessories, GM cannot take responsibility for any changes made. Such changes may not be covered by your GM Warranty. Have the work done by an experienced electrical technician.

All wiring must be properly protected by fuses, etc. and must be routed properly so that it will not be cut, pinched or rubbed by other parts of the vehicle. Do not route wiring in areas where it will be very hot. Be sure not to overload the vehicle's wiring, connectors and components. All added wire must be at least the same size as the wire being attached to for proper fuse protection.

**Installation Instructions – 12-Volt Accessory Power Supply**

1. Disconnect the negative (−) battery cable at the battery. The negative (−) battery cable must be disconnected before the positive wiring lead is connected to the power accessory.
2. Locate the power supply harnesses, one under the instrument panel near the center of the vehicle, and one within the driver side rear cargo area jack stowage compartment.
3. Prepare the wires that are to be used to connect the power accessory. Do not remove the unused wires. Tape unused wires back in their original position under the instrument panel.
4. Complete the wiring installation of the customer added accessory with additional wire required for the specific electrical accessory power connection. The wire gauge,

3.0 mm² (12 gauge), should be the same as the wiring of the installed harness.

5. The ignition must be turned to OFF prior to attaching the cables to the battery, or serious damage to the Body Control Module (BCM) may result.

   The windshield wiper switch and the radio must be turned off before attaching cables to the battery.

6. Reconnect the negative (−) battery cable to the battery. Torque the bolt to 5 N•m (3.6 lb ft).
7. Reset the clock time and radio pushbuttons as desired.

The 12-volt battery power for customer connection is supplied from the Primary vehicle battery via control relays to four blunt cut 30-amp circuit wires and from an Auxiliary battery via one blunt cut 50-amp circuit wire in the harness under the center IP. A 100-amp Rear Electrical Center (REC) stud is located in the left rear cargo area. A blunt cut ground wire is also included in the front harness.

The Primary battery is located at the right rear of the engine compartment and the Auxiliary Battery is located at the left front of the engine compartment. The Auxiliary Battery is connected to the vehicle charging system via relay which is closed when the ignition is ON.

Four 30-amp control relays and 30-amp fuses are located in the Under-hood Electrical Center (UEC). Also in the UEC are two 5-amp fuses which connect control relay coils 1 and 2 and control relay coils 3 and 4 to the UEC Primary battery power bus. The fuses can be re-positioned to connect the relays to the UEC primary battery Ignition Power (Run/Crank) bus. Refer to the UEC label showing the 5-amp fuse locations. The 5 amp fuse positions are labeled Vbat for the primary battery power and R/C for the Run/Crank power.

The 5-amp fuses can be positioned to have all four control relay coils powered by the Primary bus or all four powered by the Run/Crank bus. Alternatively, one pair of relay coils (e.g., 1 & 2) can be connected to the Primary bus and the other pair of relay coils (e.g., 3 & 4) connected to the Run/Crank bus.

The four control relays are operated via separate blunt-cut wires located in the harness under the instrument panel and are intended to be connected via customer switching to vehicle ground. The auxiliary power control relay control wires and the relay contact 30-amp load side wires for customer connection are identified as follows:

Control Relay Ground control wires:

- Red/White…Control relay 1
- Yellow/White…Control relay 2
- Green/Grey…Control relay 3
- White/Blue…Control relay 4

12-volt, 30-amp load wires:

- Blue…Control relay 1
- Grey/Black…Control relay 2
- Yellow/Brown…Control relay 3
- Red/Green…Control relay 4

Blunt cut ignition control and signal wires are also included in the front harness under the center IP:

- A Violet/Yellow circuit wire, hot in ACCESSORY/RUN. This circuit is also provided in a coil in the cargo area near the REC.
- A Violet/White circuit wire, Hot in RUN/CRANK. This circuit is also provided in a coil in the cargo area near the REC.
- A Yellow/Black circuit wire, transmission in Park signal. The circuit provides switched 12-volt power when the transmission control is in Park and the engine is running. The circuit is at 0 volts when the transmission control is in any other position, i.e., R, N, D, L. Note that the circuit is at 12-volts when the transmission is in Park and the ignition is in LOCK/OFF. To avoid the possibility of undesired parasitic electrical load when the ignition is OFF, it is recommended that the Park Signal circuit be isolated by a customer furnished ignition control relay.
- A Green/Gray circuit wire for Vehicle Speed signal providing 4000 pulses per mile.
- A White/Blue circuit wire for 12-volts when the Service Brakes are applied.

## Auxiliary Battery Power Junction Blocks

A 100-amp stud for customer connection is located in the REC at the left rear of the cargo area.

To connect the customer-furnished equipment at the Rear Electrical Center, use the following steps:

1. Disconnect the negative (−) battery cable.
2. Connect the customer-furnished equipment positive leads to the junction block terminals and tighten to 15 N·m (11 lb ft).

   The ignition must be turned off and the vehicle vacated prior to connecting the negative (−) battery cable to the battery.
3. Reconnect the negative (−) battery cable to the battery. Torque the bolt to 5 N•m (3.6 lb ft).
4. Set the time on the clock and radio pushbuttons as needed. See “Introduction” in the Infotainment section of the owner manual for more information.

## Radio Suppression Grounding Straps

Your Tahoe Police Package and Special Service Package are equipped with additional grounding straps in the following locations:

- Driver side front frame body mount bracket to underbody
- Driver side rear frame body mount bracket to rear underbody
- Passenger side rear frame body mount bracket to rear underbody
- Passenger side front frame body mount bracket to front underbody
- Exhaust pipe hanger rod to rear frame

# SEO Available Options

## Exterior Lamp Emergency Flashing System - SEO 6J7

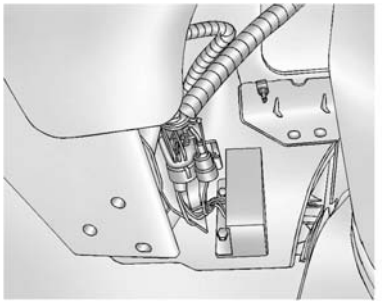
SEO 6J7 provides a high-beam headlamps flashing module, rear lamps flashing and control wire for a customer-furnished switch to turn the module on or off. The flasher control wire is coiled under the center of the instrument panel. This control lead may be combined with the interior wiring leads for SEO 6J3 when that option is ordered with SEO 6J7.

The headlamps flashing module is located below the passenger side front headlamp and forward of the passenger side front wheel. The module is connected to an inline connector in the forward lamp harness. The headlamps flashing module is activated by the application of 12 volts to a green wire coiled in the passenger side footwell. When activated, the driver and passenger side high-beam headlamps and the high-beam instrument panel cluster light will flash alternately at 2.4 flashes per second.

When the headlamps flashing module is turned on, the module sends a signal to the Body Control Module (BCM). The BCM alternately flashes the stop lamps and backup lamps. Depressing the brake pedal will override the stop lamp flashing and placing the transmission in reverse will override the backup lamp flashing.

Activation of the headlamp and rear lamp flashing can be separated by opening the blue/green BCM circuit at the flasher module connector, X196–F, and applying a customer-switched ground to the blunt-cut wire in the SEO 6J3 connector under the center instrument panel.

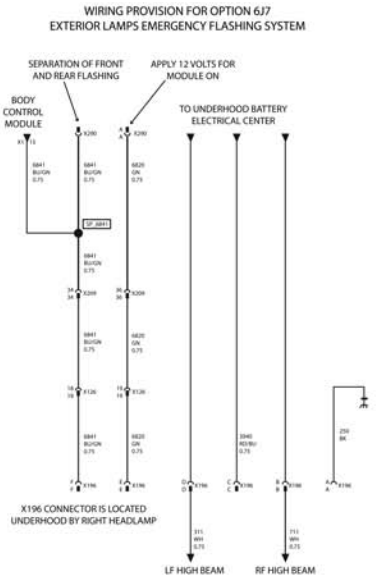
During daylight conditions, the Daytime Running Lamps (DRL) are automatically turned off whenever the headlamps flasher module is activated. During nighttime conditions, the low-beam headlamps turn on automatically while the high-beam headlamps flash. Turning on the high-beam headlamps manually with the turn signal/multifunction lever will override the flashing module and the high-beam headlamps will operate continuously.



**Headlamps Flasher Module — SEO 6J7**

A 10 amp fuse protects the flasher module circuit. This fuse is located in the Underhood Electrical Center in the engine compartment on the driver side of the vehicle and is labelled POLICE UPFITTER. See “Engine Compartment Fuse Block” in the Vehicle Care section of the Tahoe owner manual for more information.

When it is dark outside, the taillamps will turn on automatically. The Center High-Mounted Stoplamp (CHMSL) will not flash and will operate only when the regular brake pedal is pressed.


WIRING PROVISION FOR OPTION 6J7
EXTERIOR LAMPS EMERGENCY FLASHING SYSTEM
SEPARATION OF FRONT AND REAR FLASHING
APPLY 12 VOLTS FOR MODULE ON
BODY CONTROL MODULE
TO UNDERHOOD BATTERY ELECTRICAL CENTER
X196 CONNECTOR IS LOCATED UNDERHOOD BY RIGHT HEADLAMP
LF HIGH BEAM
RF HIGH BEAM

**Forward Lamp Harness In-Line Connector for use with Headlamps Flasher Module, Option 6J7**

## Rear Windows Inoperative - SEO 6N5

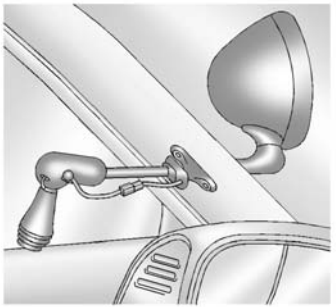
This feature makes the rear windows inoperative. The rear windows can only be operated from the driver window switch.

## Inoperative Rear Door Locks and Handles - SEO 6N6

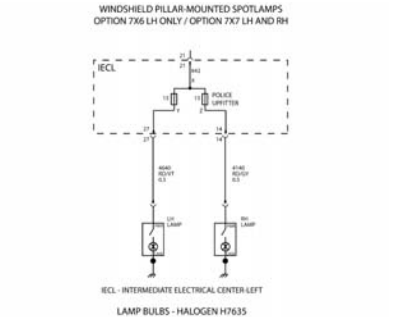
This feature makes the rear door locks inoperative. When the feature is enabled, the rear door lock switches are inoperative and the rear doors can only be opened from the outside.

## Spotlamp - SEO 7X6

**Spotlamp – Windshield Pillar Mounted**



A Unity Series 330, high intensity, 100 watt halogen (H3 bulb) 15 cm (six inch) spotlamp is mounted in the left windshield pillar. The lamp is protected by a 15 amp fuse located in the instrument panel Intermediate Electrical Center-Left. See the service manual for lamp replacement procedures.


WINDSHIELD PILLAR-MOUNTED SPOTLAMPS
OPTION 7X6 LH ONLY / OPTION 7X7 LH AND RH
IECL
IECL - INTERMEDIATE ELECTRICAL CENTER-LEFT
LAMP BULBS - HALOGEN H7635

**Spotlamp Harness – SEO 7X6, SEO 7X7**

## Spotlamps - SEO 7X7

SEO 7X7 includes a driver side and a passenger side spotlamp located in the windshield pillars. Each spotlamp is protected by a separate 15 amp fuse located in the instrument panel Intermediate Electrical Center-Left.

For spotlamp bulb replacement procedures, see the appropriate section of the service manual.

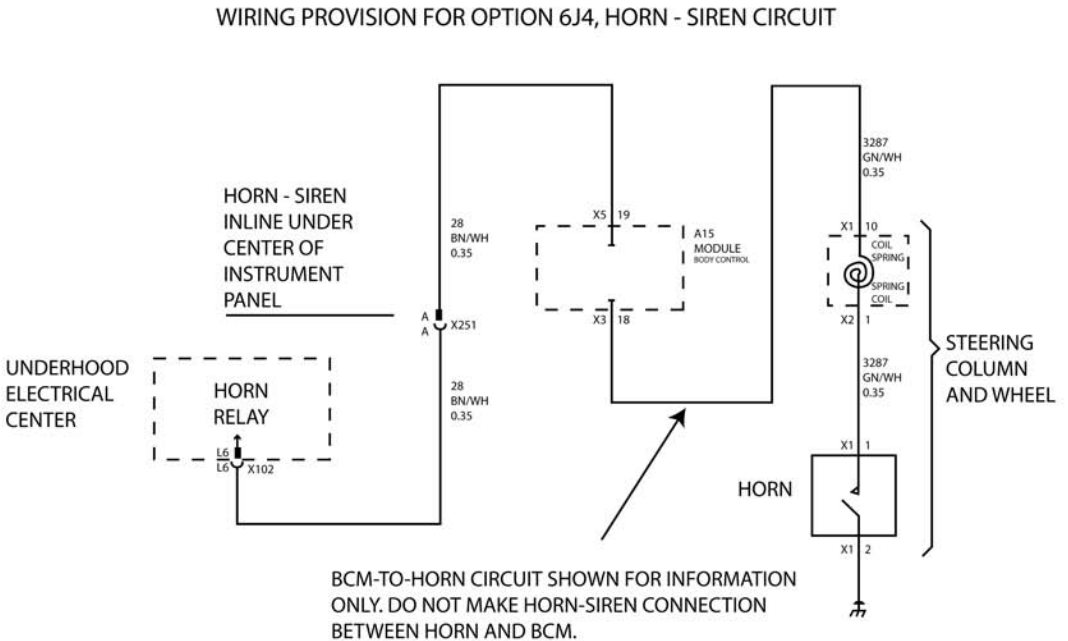
## Trunk Ground Stud - SEO UT7

Your Tahoe Police or Special Service Package has grounding studs located at the lower driver side and passenger side rear compartment liftgate opening for connection to customer electrical equipment.

## Wiring Provisions for Horn/Siren Circuit - SEO 6J4

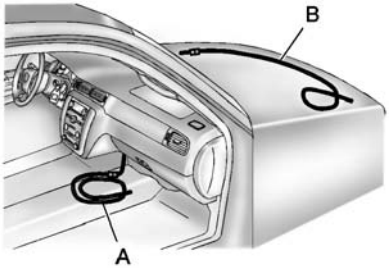
This provision permits customer connection of a switch to select either horn or siren operation when the horn pad is pressed.

A 0.35 mm² (22 gauge) wire is connected to an in-line connector in the horn circuit of the instrument panel harness under the instrument panel. The end of this harness extension is in a 1.5 m (5 ft) loop of wire coiled under the center of the instrument panel.




**Wiring Diagram for SEO 6J4 Inline Connector**

## Wiring Provisions for Vehicle Grille Lamps, Flasher, and Speaker/ Siren - SEO 6J3




**Alternating Signal Flasher**

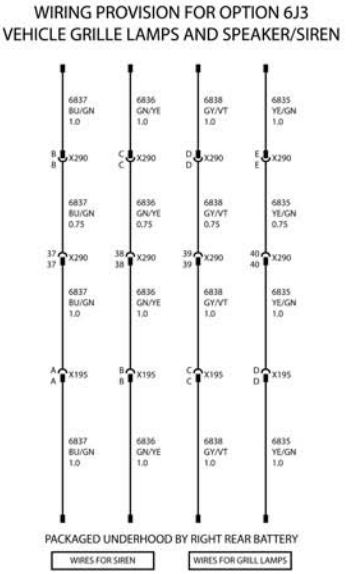
A. Blunt cut ends for the Customer-Furnished Grille Lamps and Customer-Furnished Siren/Speaker

B. Control Wires from In-Line Connector in Forward Lamp Harness for Customer-Furnished Grille Lamps and Speaker

The SEO 6J3 wiring provision option consists of a 1.5 m (5 ft) wiring harness coiled underneath the instrument panel on the passenger side. The wiring circuits are routed from underneath the instrument panel to a 30 cm (1 ft) coil secured in the area behind the grille. There are four 1.0 mm² (16 gauge) wires for connecting to the grille lights (gray/violet, yellow/green) and siren speaker (blue/green, green/yellow).

The SEO 6J3 wiring provision connector also includes a control wire (green) and a exterior lamps flashing system wire (blue/green) to permit separation of front lamp flashing from rear lamp flashing.

When option SEO 6J7 is installed without option SEO 6J3, only the green and blue/green wires are provided for connection to customer-furnished 12-volt switching to turn the emergency flashing system on or off. See also SEO 6J7 for means of separating front and rear flashing.




**Wiring Diagram for SEO 6J3 and SEO 6J7**

## Wiring Provisions Front Speakers - SEO WX7

About 165 cm (65 in) of auxiliary speaker wire is run from the instrument panel radio connector and is coiled under the center of the instrument panel. The wiring permits the connection of front speakers to customer-installed communication equipment.

Radio outputs from the front speakers are sent to the rear speakers to maintain the required open door/key in the ignition reminder chime

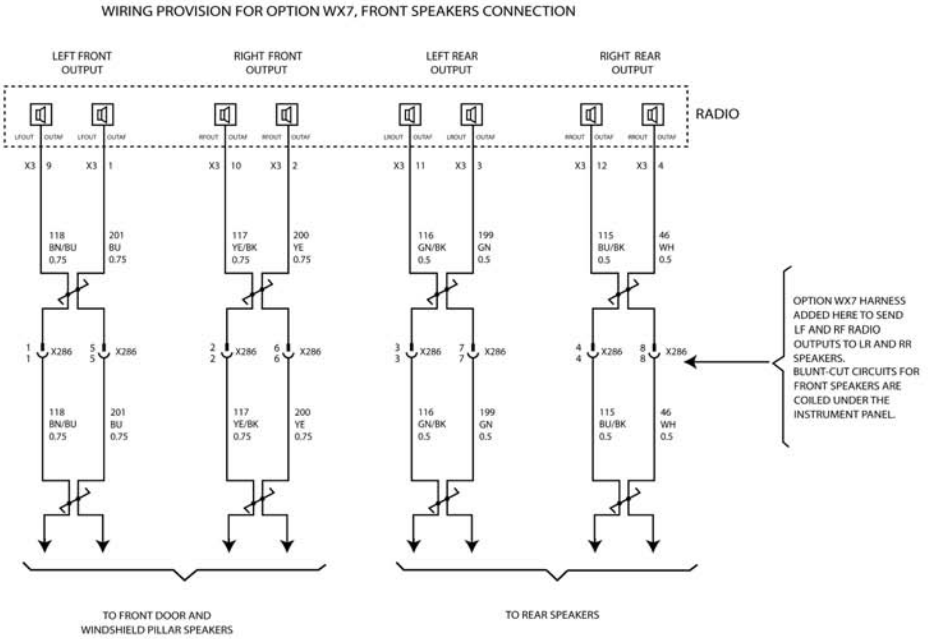
### Electrical Connections

1. Disconnect the negative (−) battery cable at the battery.
2. Remove the tape from the wire coiled under the instrument panel to uncoil it.
3. Using proper electrical connectors, connect the wires for the left front audio output of the customer-installed communication device. The left front positive wire is tan and the left front negative wire is gray.
4. Using proper electrical connectors, connect the wires for the right front audio output of the customer-installed communication device. The right front positive wire is light green and the right front negative wire is dark green. The electrical impedance of each speaker installed is 10 ohms.

**⚠ Caution**

Overloading the vehicle's electrical system may damage your vehicle's accessories. Do not overload the vehicle's system by having unnecessary accessories on at the same time.

5. The ignition must be turned off and the vehicle must be vacated prior to attaching the cable to the battery. Connect the negative (−) battery cable to the battery and tighten the bolt to 5 N·m (3.7 lb ft).
6. Set the time on the clock and radio pushbuttons as needed. See “Introduction” in the Infotainment section of the owner manual for more information.




**Wiring Diagram for SEO WX7 Inline Connector**

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